

Metropolitan Transportation Authority

Mission

The Metropolitan Transportation Authority (MTA) is responsible for operating, maintaining, and improving public transportation in the Metropolitan Commuter Transportation District (MCTD), comprising New York City and the counties of Dutchess, Nassau, Orange, Putnam, Rockland, Suffolk, and Westchester. The Authority oversees the operations of the New York City bus and subway systems, the regional commuter railroads, seven bridges, and two tunnels located in New York City. This oversight includes development and financing of the operating and capital programs.

Organization and Staffing

The MTA is governed by a Board with 17 voting members appointed by the Governor and confirmed by the Senate. Six members are nominated by the Governor, four by the Mayor of New York, and seven by the other counties in the District. The Board membership casts 14 votes, as four members (representing Dutchess, Orange, Putnam, and Rockland counties) receive one collective vote.

The MTA Board in CY 2023 will oversee approximately 74,000 employees and an annual operating budget of \$19.4 billion. In addition to MTA Headquarters, there are six operating agencies: New York City Transit; MTA Bus Company; Metro-North Railroad; Long Island Rail Road; MTA Bridges and Tunnels; and MTA Construction & Development.

Budget Highlights

Within the Department of Transportation budget, the Executive Budget recommends appropriations sufficient to provide \$8.3 billion in cash transit operating aid to the MTA. Of this amount, approximately \$4.4 billion is appropriated aid, and \$3.9 billion will be provided directly to the MTA without appropriation. Of the \$3.9 billion, approximately \$2.3 billion is from the Payroll Mobility Tax (PMT), \$637 million is from the Mortgage Recording Tax (MRT), \$383 million is from the For-Hire Vehicle Congestion Surcharge, \$283 million is from MTA Aid Trust revenues, and \$314 million is from the progressive tax on high-end real estate sales enacted in FY 2020.

The Executive Budget continues the State's \$3 billion capital contribution to the MTA's \$52.1 billion 2020-2024 Capital Plan. This is in addition to the \$25 billion to be raised directly by the MTA from revenues from the Central Business District Tolling Program, progressive tax on high-end real estate sales, and from leveling the playing field between brick and mortar and online retailers, all of which were enacted in the FY 2020 Budget.

The Executive Budget continues the State's multi-year, historic commitment of \$9.1 billion in State resources toward funding the MTA's \$31 billion 2015-2019 Capital Plan.

The Executive Budget also includes \$892 million of contingent appropriations for the MTA. These appropriations, from the Dedicated Mass Transportation Trust Fund and the MTA Financial Assistance Fund, would be used to ensure continuation of aid payments to the MTA during FY 2025 in the event of a temporary lack of new appropriations due to a late budget.

The Executive Budget recognizes the MTA's fiscal challenges and proposes a substantial package of additional funding dedicated to help solve the MTA's fiscal crisis. In addition to the new funding, the package includes significant proposals focused on increased public safety.

- Over \$400 million in MTA operating efficiencies to reduce expenses and improve service to customers.
- Over \$800 million in annual increased funding from the Payroll Mobility Tax (PMT).
- Nearly \$500 million of increased annual contributions from New York City for MTA's paratransit costs and student MetroCard expenses and the PMT offset for eligible exempt organizations.
- \$300 million in one-time State aid to address the extraordinary impact on MTA operating revenues.
- A share of \$1.5 billion in licensing fees if 3 casino licenses are awarded and a share of an estimated \$462-\$826 million in annual tax revenue, according to scenarios outlined in the Spectrum Gaming Market Study, will be directed to the MTA for operating purposes. Specific amounts and timing are dependent on the license award process, but are not anticipated until 2026 or later.
- Significant investments in public safety, including \$150 million annually for additional MTA safety personnel.
- Proposed changes designed to provide safety and additional protections for MTA workers in certain titles.

For more information on this agency's budget recommendations located in the Executive Budget Briefing Book,

click on the following link:

Briefing Book – Transportation (PDF)

For more information on this agency's budget recommendations located in the Executive Budget Briefing Book, click on the following link:

Program Highlights

New York City Transit and the MTA Bus Company

The 2023 MTA Budget includes approximately 53,800 personnel, who are collectively responsible for providing safe, reliable, and efficient subway service; for operating the Staten Island Railway; and for providing bus service throughout the City of New York. In a typical year, 2.4 billion rides occur.

Metro North Railroad and the Long Island Rail Road

Employ approximately 15,100 personnel, who provide commuter rail service to the northern regions, ranging from Manhattan and the Bronx through the northern suburbs and Connecticut, and the eastern regions, ranging from Manhattan, Brooklyn, and Queens through Nassau and Suffolk counties. In a typical year, over 175 million rides are provided.

MTA Bridges & Tunnels

With a staff of approximately 1,400 dedicated workers, facilitates road transportation by connecting the boroughs of New York City through seven bridges and two tunnels. In a typical year, 330 million vehicle crossings occur. Bridges & Tunnels recently moved to Open Road Tolling, which has successfully relieved congestion – increasing travel times and improving the environment.

MTA Construction & Development

With roughly 210 employees, delivers new and improved capital facilities for the MTA's customer base. These projects include East Side Access, Penn Station Access, the Second Avenue Subway, LIRR Expansion (Third Track), and various other system improvements.

Additionally, approximately 3,600 staff based at MTA Headquarters perform such duties as information technology, public safety, financial management, legal representation, and human resource administration.

**ALL FUNDS
APPROPRIATIONS
(dollars)**

Category	Available FY 2023	Appropriations Recommended FY 2024	Change From FY 2023	Reappropriations Recommended FY 2024
Aid To Localities	901,768,000	892,175,000	(9,593,000)	0
Capital Projects	0	0	0	6,618,222,000
Total	901,768,000	892,175,000	(9,593,000)	6,618,222,000

**AID TO LOCALITIES
ALL FUNDS FINANCIAL REQUIREMENTS BY FUND TYPE
APPROPRIATIONS
(dollars)**

Fund Type	Available FY 2023	Recommended FY 2024	Change
Special Revenue Funds - Other	901,768,000	892,175,000	(9,593,000)
Total	901,768,000	892,175,000	(9,593,000)

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AID TO LOCALITIES
ALL FUNDS FINANCIAL REQUIREMENTS BY PROGRAM
APPROPRIATIONS
(dollars)

Program	Available FY 2023	Recommended FY 2024	Change
Dedicated Mass Transportation Trust Fund			
Special Revenue Funds - Other	657,518,000	647,925,000	(9,593,000)
Metropolitan Transportation Authority Support Program			
Special Revenue Funds - Other	244,250,000	244,250,000	0
Total	901,768,000	892,175,000	(9,593,000)

CAPITAL PROJECTS
ALL FUNDS FINANCIAL REQUIREMENTS BY PROGRAM
APPROPRIATIONS
(dollars)

Comprehensive Construction Program	Available FY 2023	Recommended FY 2024	Change	Reappropriations FY 2024
Mass Transportation and Rail Freight				
Metropolitan Transportation Authority				
Capital Projects Fund - Advances	0	0	0	36,000,000
Capital Projects Fund - Authority Bonds	0	0	0	6,196,366,000
Urban and Commuter Mass Transportation Bondable				
Cap Proj Fund - Rebuild Renew NY 2005 (Bondable)	0	0	0	385,856,000
Total	0	0	0	6,618,222,000

Note: Most recent estimates as of 02/01/2023